

**ADVISORY COUNCIL MEETING  
DECEMBER 11, 2003**

**Meeting Summary**

**PROJECT**

PEORIA TO MACOMB STUDY – FAP 315 (IL 336)  
Section: Various  
Peoria, Fulton, McDonough Counties  
Catalog No. 032258-00P

**PROJECT NUMBERS**

IDOT Job No. P94-025-00  
URS Job No. 25364560

**DATE**

December 11, 2003

**SUBJECT**

Summary of Meeting with Advisory Group.

Bob Andrews from URS presented a project update to the Advisory Group. A copy of the presentation is attached to this document. Also attached is the attendance list for the meeting.

After the presentation, there were questions, answers and discussions. The following is a summary: (Questions are from Advisory Council members; answers are from IDOT/URS).

*Question:* Will existing roadway alignments be considered?

*Answer:* Yes.

An Advisory Council member expressed concern that if the existing roadway alignments are used for a new highway, people may be inconvenienced by not being able to use the roadway system in the way they always have- they may have to take a longer route to get where they need to go.

*Question:* Will the new highway be built as an expressway or as a freeway?

*Answer:* We've decided that that question is best answered in the alignment part of the study. Right now, the facility could be either an expressway or a freeway.

An Advisory Council member expressed concern about farmers' access to their fields if a limited access highway is built.

*Question:* Where will growth be as a result of the highway?

*Answer:* That is up to the communities.

*Question:* Are there plans to extend the highway into Peoria?

*Answer:* Not as part of this project. I 474 is the eastern logical terminus of the project.

IDOT summarized some current studies that would involve a new highway from near the terminus of this project to downtown Peoria, including a study for a highway from the airport to downtown.

*Question:* Will this project cause urban sprawl?

*Answer:* That is up to the communities.

*Question:* Why was B west selected over A west?

*Answer:* There was not a big difference, but B west had these advantages over A west: on the west side of the study area, there is more traffic and population toward the south, and B west serves those better; B west has better options for a connection to the Macomb bypass; B west was selected in the 1970s study.

*Question:* Were any traffic studies done near Bushnell?

*Answer:* No studies were done specifically for this project, but existing traffic data were used. There was not an origin-destination survey, but there were traffic counts. Information from the Macomb origin-destination study was used.

*Question:* Will the results from the Peoria MIS near Route 116 be used for this project?

*Answer:* Those results will be taken into account.

*Discussions/Comments:*

An Advisory Council member asked about the issues involved in selecting roadway alignments near Canton. IDOT/URS explained that there were parks, an airport, potential endangered species habitat, and development that needed to be taken into account.

IDOT asked the Council about the preferences of the people they represented. A member responded that people just wanted the road and were not that concerned about where it would be built. IDOT emphasized the importance of getting specific input because people would express opinions when they started seeing lines drawn on the map.

A Council member commented that he believed the new road would shift local traffic patterns more from east-west to north-south, as people will be moving north and south on local roads to get access to the new highway. Since most north-south roads are gravel, improvements may be required by the local agencies in the future.

A Council member expressed concern that there would not be funds to construct the project.

There was discussion about improvements on US 24 from Kingston Mines to Banner. IDOT said those improvements were in the design stage. Each of the three segments requires about 2 years for design, and IDOT is about 1 1/4 years into the design on the first segment. A Council member felt that it was wasteful not to use this improvement as part of the project. IDOT/URS explained that that was considered, but that option (Alternative C) ended up being more expensive because of the need to upgrade the eastern congested part of US 24. Also, if Alternative C were selected, improvements would still be needed on IL 116.

There was discussion about where the new highway would connect with the Macomb bypass. IDOT indicated that, assuming the preliminary preferred corridor is approved, the connection could occur anywhere within the width of the corridor. IDOT/URS also indicated that a connection at the northeast corner of the bypass might not be favored because of the potential for impacts to the La Moine River environment. A connection further south could avoid those impacts. Some Advisory Council members said that issue had not come up before--they felt that in meetings related to the Macomb bypass, a northeast connection was considered to be favorable. A participant indicated that there would be a meeting next week on the Macomb bypass and that that the interchange with IL 336 would be a topic of discussion.

There was discussion about how much information should be shared with others. IDOT emphasized that the preliminary preferred corridor shown in the package given to participants was still under review and not yet approved by IDOT. After IDOT approves a corridor, a public hearing will be held. Copies of the map should not be shared with others because the corridor is still subject to change. Advisory Council members can tell others that Alternative AB is under review as the potential preferred alternative.

**Meeting summary prepared by Robert Andrews, Project Engineer, URS Corporation**

Illinois 336  
Peoria to Macomb  
Corridor Study  
12/11/03 Advisory

**Sign-in Sheet**

<b>Name</b>	<b>Company</b>
Robert Champlin	Fulton Co. Farm Bureau
Amy Benecke McLaren	Peoria Co. Highway Dept.
Glen Manuel	Village of Smithfield
Don Swartzbaugh	City of Bushnell
Dave Byerly	City of Canton
Ken Fuller	Village of Banner
Mick Wisslead	City of Macomb
Dennis Worsfold	Peoria Co. Farm Bureau
William Kuhn	Peoria Co. Highway Dept.
Josh Richardson	McDonough Co. Highway Dept.
Bruce Barrick	City of Cuba
Eric Therkildsen	IDOT
Mike McLuckie	IDOT
Maureen Addis	IDOT
Mary Hagerty	URS
Bob Andrews	URS
Jo Emerick	URS

# ILLINOIS 336 Peoria to Macomb Corridor Study

West-Central Illinois  
Peoria, Fulton and McDonough Counties

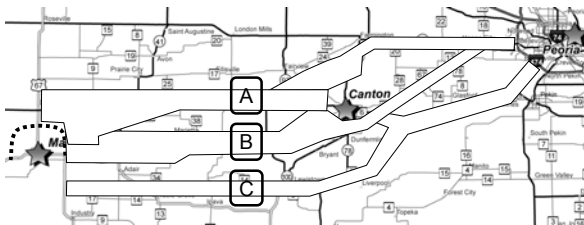


## Agenda

### Welcome

- Review Public Meeting Results
- Review Traffic Study
- Preferred Corridor Selection
- Schedule
- Questions and answers

## Corridor Limits – Last Mtg. & Public Meetings



## Open House Public Meetings

**Tuesday, August 5, 2003 4:00 to 7:00 p.m. Peoria, IL**  
**Wednesday, August 6, 2003 4:00 to 7:00 p.m. Canton, IL**  
**Thursday, August 7, 2003 4:00 to 7:00 p.m. Macomb, IL**

### Summary of August 5, 6, 7 Public Meetings

- 752 People attended the three meetings
- 315 People commented on the project
  - 285 are in favor of the project
  - 23 oppose the project



## Open House Public Meetings

Those people who expressed a preference for a corridor are tabulated below



Corridor	West Segments	East Segments
A	93	111
B	108	74
A or B	29	30
C	13	28

## Traffic Study

- Origin and Destination Survey
  - US 24 near Kingston Mines 5/1/03
  - IL 116 near Hanna City 5/15/03
  - Cuba to Canton Blacktop 4/29/03
  - 8,131 interviews conducted
  - Estimated 51% of all traffic surveyed
- Traffic counts
  - 23 locations automatic counters
  - 3 O & D survey locations



### Traffic Study

Purpose	% of Travelers
Work	52%
Personal Business	27%
Social/recreation	9%
Shopping	6%
School	4%
Not specified	2%

### Traffic Study

City Pair	No. of Trips
Peoria to Canton	967
Canton to Cuba	689
Peoria to Farmington	517
Peoria to Hanna City	511
Pekin to Canton	277
Canton to We-Ma-Tuk	265
Peoria to Trivoli	245
Peoria to Macomb	202

### Traffic Study

- Census data shows some decline in population
- Traffic data shows slight increase in traffic
- More vehicles per household
- More trips per day
- More people working further from home
- Past data shows rates vary from a decline in traffic by 1.7% to an growth of 3.8%
- 1% growth used for 2030 forecasts

### Preferred Corridor

#### Corridor C eliminated

- Higher in cost than either Corridor A or B
- Ranks lowest for system linkage and travel efficiency.
- It does not serve either Canton or Macomb well.
- If C selected, 4 lanes are projected to be needed on IL 116 between Peoria and Farmington in the future.
- Highest potential for impacts to parks, archaeological resources, wetlands, floodplains, streams, and threatened and endangered species.
- 30 percent more relocations than other two corridors.
- Very little public support.

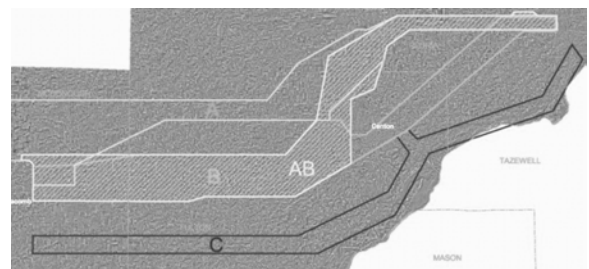
### Preferred Corridor

#### Corridors AA, AB, and BB

Corridors A and B, a combination of the two was considered AB is recommended

- Greatest public support
- Preferable from a traffic standpoint.
  - If B selected, IL 116 west of Hanna City will require 4 lanes
  - If A selected, no other improvements needed
  - West, more traffic south & central part of the study area
- Access to Farmington
- Potential use of 6 miles of railroad right-of-way.
- Corridor selected by IDOT and FHWA in the 1970s

### Preferred Corridor



## Preferred Corridor



## Schedule

Dec./Jan.	Draft Corridor Report Approved
Dec/Jan/Feb	Corridor Mapping
Jan/Feb '04	Public Hearing
Mar. '04	Final Corridor Report
Mar/Apr. '04	Alignment Studies begin (Phase I – Part 2)

### Phase I – Part 2 Proceeds

3 ½ Years In Duration  
Location Design Report  
Environmental Impact Statement  
IDOT Recommendation to FHWA

## Questions, Answers, Discussion

